

Steamboat Road

The Steamboat Road Waterfront Business (WB) zone is just south of downtown Greenwich and the Greenwich Metro-North Station. The neighborhood is located on a peninsula surrounded by Greenwich Harbor to the west and Smith Cove to the east. The Steamboat Road WB district encompasses 7.4 acres along the eastern shore of Greenwich Harbor.

Land Use and Built Environment

Steamboat Road contains a mix of residential and commercial uses.

- The west side of the road is developed with high-density uses including office buildings, a commercial hotel, a yacht club, and multifamily housing developments.
- The east side of the road is primarily residential in character and contains a mix of single-family and multifamily homes.
- Most of the residential structures in the area have traditional architectural characteristics, with Colonial, Second Empire, and Italianate styles predominating. Commercial buildings in the area contain more contemporary features.

- The Indian Harbor Yacht Club is the only water-dependent use on Steamboat Road. However, it is not located in the WB zone.
- Even though they are outside of the WB zone, public spaces at Grass Island and Baldwin Park contribute to the feel of the Greenwich Harbor waterfront area.

Zoning

Steamboat Road contains a mix of zoning classifications. The WB zone is comprised of just four parcels on the west side of the street. Neighboring properties contain a mix of residential and commercial zoning designations, including R-6 (single-family and two-family residential), R-MF (multifamily residential), and GB (general business). With the exception of the WB properties, zoning designations correspond to the existing land uses of the properties. All properties are also within the Coastal Overlay zone.

- All properties in the WB zone are nonconforming uses. Existing land uses are comprised of a hotel and three office buildings, all of which are non-water-dependent uses. All of these uses predate the establishment of the WB zoning district.

Table 1. Steamboat Road WB Zone Property Inventory

Address	Primary Use	Secondary Use	Conforming Land Use?	Public Access?	Coastal Access Amenities
500 Steamboat Road	Hotel	Restaurant	Nonconforming	Yes	Public promenade, private boat slips
600 Steamboat Road	Office	-	Nonconforming	Yes	Public promenade, private boat slips
646 Steamboat Road	Office	-	Nonconforming	No	Private boat slips
660 Steamboat Road	Office	-	Nonconforming	No	Private boat slips

- The WB properties at 500 and 600 Steamboat Road are taller and bulkier than permitted in the WB regulations. Because these two properties are already much larger than permitted by zoning, it is unlikely that they will be redeveloped any time soon.
- The remaining two WB properties at 646 and 660 Steamboat Road conform to the bulk and height regulations.

Coastal Access

Compared to the other waterfront zone areas, Steamboat Road and its environs provide the greatest opportunities for public coastal access. Coastal access is provided both within the WB zone and at several town-owned properties nearby.



Traditional architectural styles are predominant on the residential portions of Steamboat Road.

- 500 and 600 Steamboat Road – The two properties have an interconnected public waterfront promenade that supports passive activities such as walking and water views. The promenade also contains private docking facilities. The public promenade is clearly marked with signage along Steamboat Road in three locations: one on the south side of 600 Steamboat Road, one on the north side of 600 Steamboat Road, and one on the north side of the Delamar Hotel. The signs clearly indicate that the area is open to the public.
- 646 and 660 Steamboat Road – No public access. However, the properties do contain private docking facilities.

There are numerous public coastal access points in the vicinity of Steamboat Road, including the following:

- Steamboat Road Pier – Located at the southern end of Steamboat Road. The pier has portable restrooms and a small public parking area that was fully utilized during field observations.
- Roger Sherman Baldwin Park – Town-owned park located across the channel from the Delamar Hotel. The park connects to the waterfront promenade. The park contains a skate park, a recreation center, and the Town Ferry Dock. The Town Ferry Dock provides ferry service to the harbor islands and also houses the Marine Division of the Greenwich Police Department. The southern and western shores of the park support water activities such as walking, fishing, nature viewing, and photography.

- Grass Island Park – Town-owned park and marina located on the western shore of Greenwich Harbor, adjacent to the water pollution control facility. Grass Island contains two public docks with 150 boat slips, a fuel dock, boat storage areas, and boat and kayak launches. In addition, the marina contains an out-water mooring area that can accommodate an additional 75 vessels. The town leases boat slips and clubhouse to the Greenwich Yacht Club, a private organization.



The pier at the southern end of Steamboat Road is well utilized; however, parking is limited.



The public promenade and private docking facilities in front of 600 Steamboat Road

Figure 1. Steamboat Road and Greenwich Harbor Area



Transportation and Infrastructure

Transportation infrastructure is an important component to public coastal access since most residents do not live near the water. In order to support coastal access, an adequate and balanced transportation system supporting a variety of travel modes should be provided.

Roadway Infrastructure

- Steamboat Road is a dead-end street, and as a result, traffic volume is low.

- The dense development patterns, minimal building setbacks, and narrow traffic lanes create a sense of enclosure that encourages low traffic speeds and makes the area conducive to bicycle and pedestrian travel.

Pedestrian Infrastructure

- The northern portion of the study area contains good pedestrian infrastructure, including wide sidewalks, marked crosswalks, and dedicated pedestrian phases at traffic signals.
- Sidewalks are connected to the waterfront promenade at 500 and 600 Steamboat Road in three locations.

- The sidewalk network ends at 646 Steamboat Road, and pedestrians must walk in the street to reach the pier at the end of the road.

Bicycle Infrastructure

- No dedicated bicycle infrastructure is present along Steamboat Road. However, the low traffic volumes and speeds on Steamboat Road make it suitable for a shared lane.
- Adding shared lane pavement markings or "sharrows" could improve the bicycling environment.
- Bicycle parking was observed at the ferry dock at Roger Sherman Baldwin Park.
- Given the limited parking at the pier, bicycle parking may make this location more accessible to the public.



Cars occupy the gravel shoulder along the southern section of Steamboat Road, forcing pedestrians to walk in the road when accessing the pier.

On-Street Parking

- The narrow right-of-way (ROW) on Steamboat Road limits the location of on-street parking to a few locations.
- On-street metered parking is permitted on the northbound side of Steamboat Road between Davenport Avenue and Arch Street. This area permits on-street parking for up to 12 hours. During field observations, all of the metered spaces were occupied. Due to the close proximity to the train station, these parking spaces are most likely occupied by daily train commuters.
- Between Davenport Avenue and Oneida Drive, free on-street parking is reserved for short-term (2-hour) trips. These spaces were also fully occupied during observations.
- South of 646 Steamboat Road, there is a gravel shoulder that is used as on-street parking. Parked cars impede pedestrians trying to access the pier and force them to walk in the traffic lane.
- There is a small public parking area with eight spaces at the southern end of Steamboat Road that serves the pier.

Off-Street Parking

- Most businesses have ample off-street parking with the exception of the Delamar Hotel. The hotel operates a valet lot on the northern side of the building, which was overcapacity during field observation.
- Overflow parking from the hotel may occupy the limited on-street short-term parking spaces along Steamboat Road.

- No off-street parking to support the public access points at 500 and 600 Steamboat Road. However, there is parking at Roger Sherman Baldwin Park nearby.

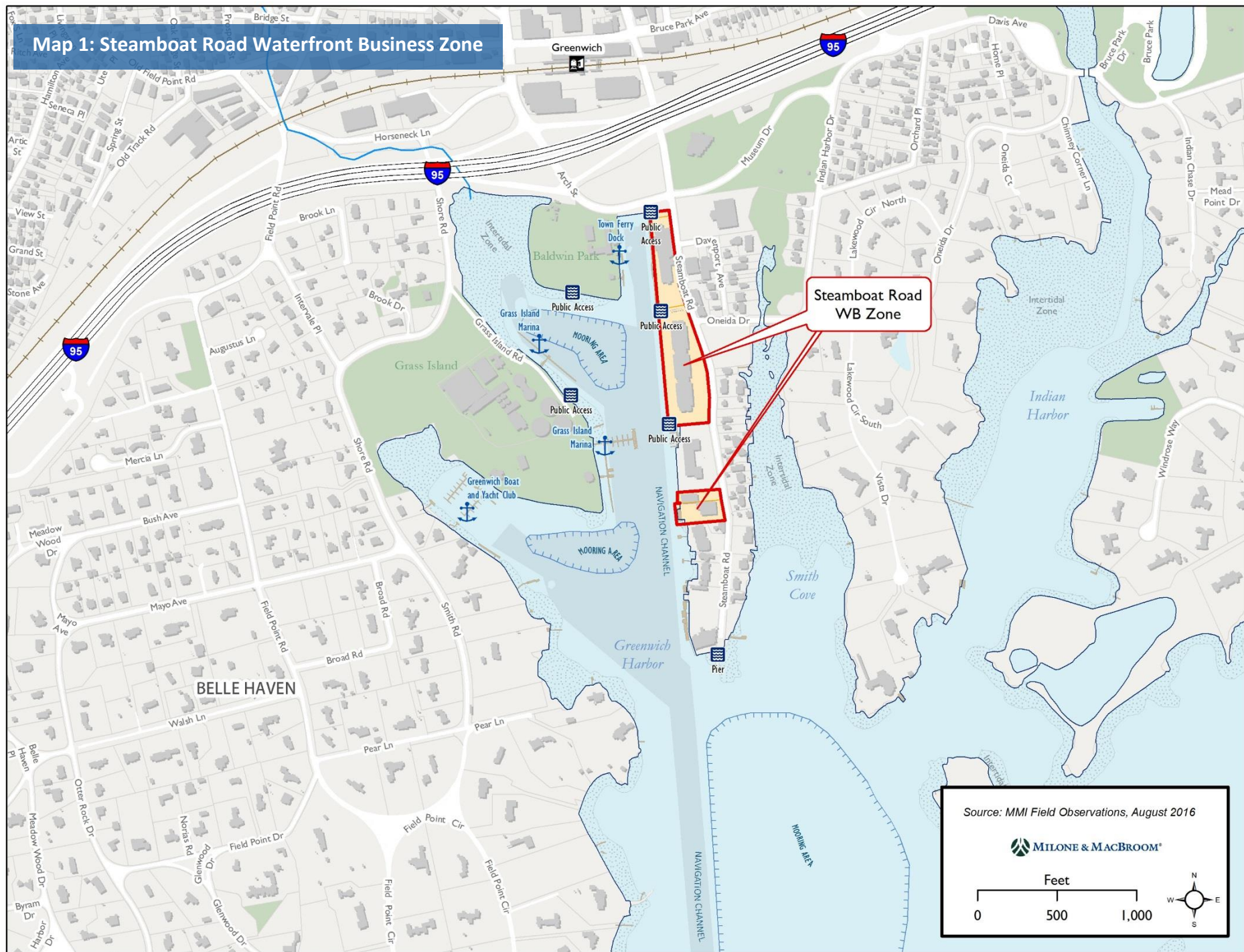
Maritime Infrastructure

- Greenwich Harbor contains the deepest dredged channel of any of the WB harbors. According to the National Oceanic and Atmospheric Administration (NOAA) nautical charts, the minimum channel depth is 8 feet, making it deep enough to support large vessels.
- Greenwich Harbor is designated as a federal Harbor of Refuge, meaning it is a designated mooring area for boats during storm events.
- Two mooring areas are located to the west of the dredged channel along Glass Island. A third is located south of the pier.
- The Harbor Management Plan indicates that sedimentation is an issue in Greenwich Harbor and that additional dredging is needed to maintain the current depth.
- The navigation channel is located approximately 35 feet from the eastern shore sea wall, limiting the number of vessels that can dock along the WB zone properties. It also limits the expansion of docking facilities on the eastern shore.
- During field visits, a few very large, deep-draft vessels took up a majority of the slip space in front of the Delamar Hotel and 600 Steamboat Road office building.
- Greenwich Harbor is close to the open Long Island Sound, making it an attractive location for boating facilities.

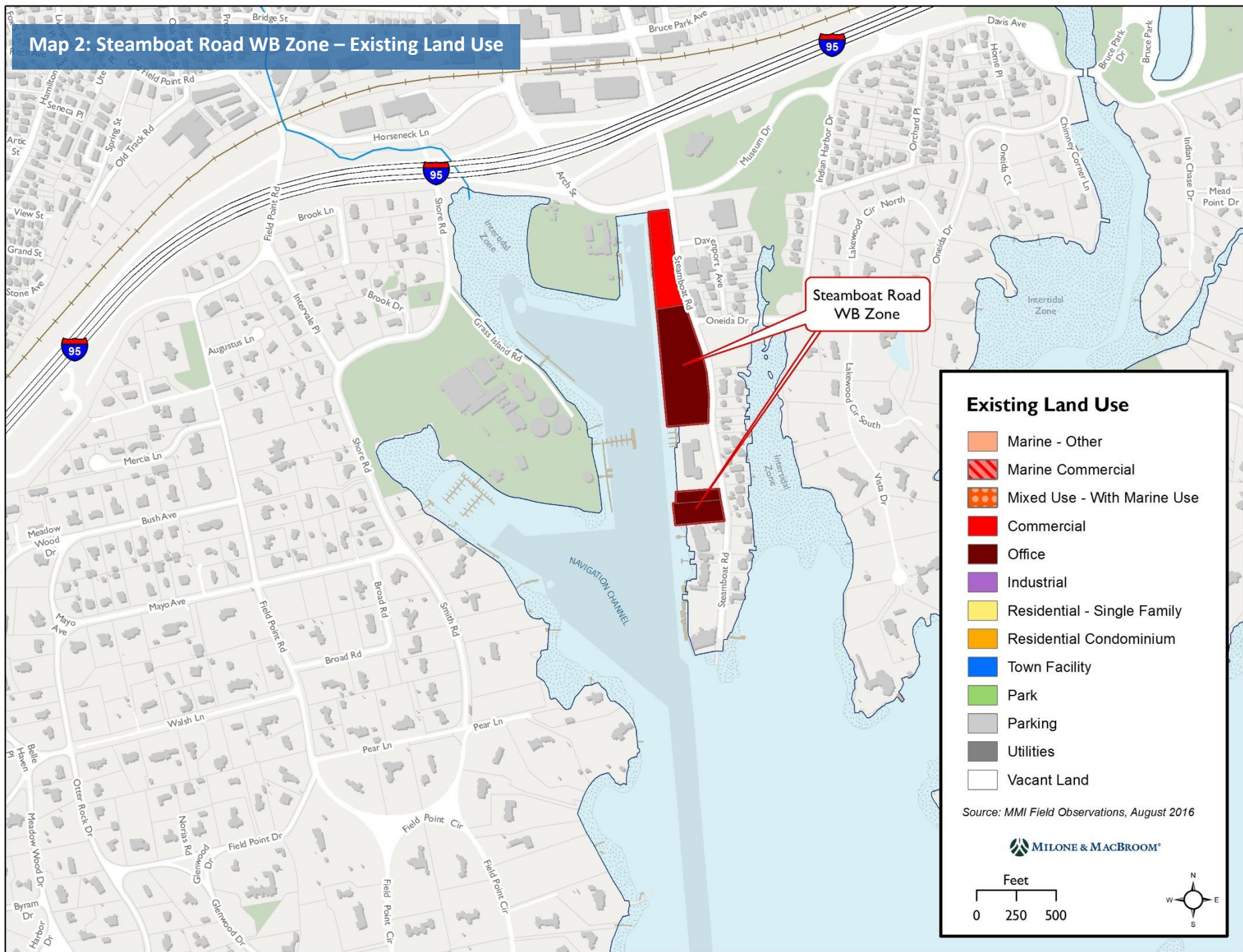


A large vessel docked in front of the Delamar Hotel at 500 Steamboat Road. The presence of large vessels along Steamboat Road limits the availability of transient slip space for smaller vessels

Map 1: Steamboat Road Waterfront Business Zone



Map 2: Steamboat Road WB Zone – Existing Land Use



Byram River

The Byram River Waterfront Business (WB) zone is located along South Water Street in the Byram section of Greenwich. The zone fronts the Byram River on the west side of South Water Street from Mill Street to the Interstate 95 overpass. The study area encompasses 10.7 acres and sits directly across the river from the Village of Port Chester, New York.

Land Use and Built Environment

Unlike the other WB zones in Greenwich, the Byram River WB zone was historically a "working waterfront" with many industrial uses taking advantage of the water for transportation and manufacturing purposes. Today, the building stock along South Water Street is a mix of industrial buildings, retail businesses, marinas, boatyards, condominiums, and single-family residences. The surrounding neighborhood is primarily residential in character. Three factors influence the development patterns along the Byram River: channel width, parcel size, and terrain.

- The Byram River is narrow, with widths of less than 150 feet in most locations.
- The average size of a parcel in the study area is less than one-half acre.
- Small parcels combined with the narrow channel width of the Byram River pose challenges for water-dependent uses such as marinas since the properties have limited locations for dock space and boat storage.
- Redeveloping underutilized parcels such as the former Hasco Manufacturing facility has also proved complicated. The aforementioned limitations with parcel size and channel



The Hasco Factory on South Water Street (top) is one of the few remaining industrial buildings along South Water Street. Historically, both the Greenwich and Port Chester sides of Byram River contained a significant number of industrial establishments, as indicated by the aerial photograph (bottom) from 1934. Note the fuel storage tanks on both sides of the river.

© UConn Map and Geographic Information Center

width make the redevelopment of the Hasco site into a truly water-dependent use challenging since the revenues generated from a water-dependent use are unlikely to surpass the cost of demolition, remediation, and reconstruction.

- Rugged terrain and rock outcroppings influence development patterns, particularly in the southern part of the study area near the I-95 overpass. The rugged terrain limits water-dependent uses to shoreline locations and makes it challenging to locate water-dependent uses on the upland portion of the sites.
- Small lots limit boat storage opportunities.
- The Port Chester side of the river has numerous small marinas catering to small powerboats.



Shellfish operation in Port Chester, across the river from Byram. Port Chester maintains many industrial operations along the river.

- Like Byram, the Port Chester side of the river maintains vestiges of its industrial past as a "working waterfront" with uses such as a shellfish operation, concrete plant, light manufacturing facilities, and fuel storage tanks. Closer to Mill Street, the Port Chester side of the river contains a mix of residential and retail uses supported by small marinas.

Zoning

The WB zone is comprised of 22 parcels on the west side of the street. These parcels are a mix of conforming, partially conforming, and nonconforming uses. The surrounding neighborhood is zoned for both residential and commercial, including the R-6 (single-family and two-family residential) and LBR (Local Business Retail) zones. The entire study area is also within the Coastal Overlay zone.

- Only five of the 22 parcels conform to the zoning regulations. These properties include one public parklet, two parcels used for boat storage, and two commercial marinas.
- There are five additional properties that contain a mix of water-dependent and non-water-dependent uses. These uses are concentrated in the southern portion of the study area between Hervey Street and the I-95 overpass. Due to the rugged and steep terrain, residential or office uses occupy the upland portion of the site while small marinas and tackle shops occupy the riverfront portion of the site.
- The remaining 12 properties are nonconforming uses. These properties include a restaurant, a bank, a pump station, a residential condominium, a vacant factory, two parking lots, two lumber yards, and three single-family homes. Most of these properties predate the WB zoning district regulations.

Coastal Access

There are currently two public coastal access points in the study area:

- 88 South Water Street – This property is a nonconforming residential condominium that contains a small waterfront promenade as well as boat slips. Signs are clearly visible from South Water Street, indicating that the promenade and parking area are open to the public.
- Church Street Parklet – Town-owned parklet located at the end of Church Street adjacent to J. Catalano & Sons, Inc. boatyard. The park contains a small waterfront promenade with a picnic area. The entrance to the property was overgrown in appearance.

There are additional opportunities to expand public access along the Byram River.

- 184 South Water Street – A dedicated small grassy area providing views of the Byram River. If this area is open to the public, installing proper signage would "formalize" this access point.
- DPW Site – Town-owned site located at 160 South Water Street. The town maintains a pump station on a portion of the site. According to the Byram Neighborhood Plan, conceptual plans have been developed that would turn the parcel around the pump station into a public park and would include amenities such as a floating dock, gazebo, decorative walkways, picnic tables, and a river overlook.

Figure 2: South Water Street and Byram River Area

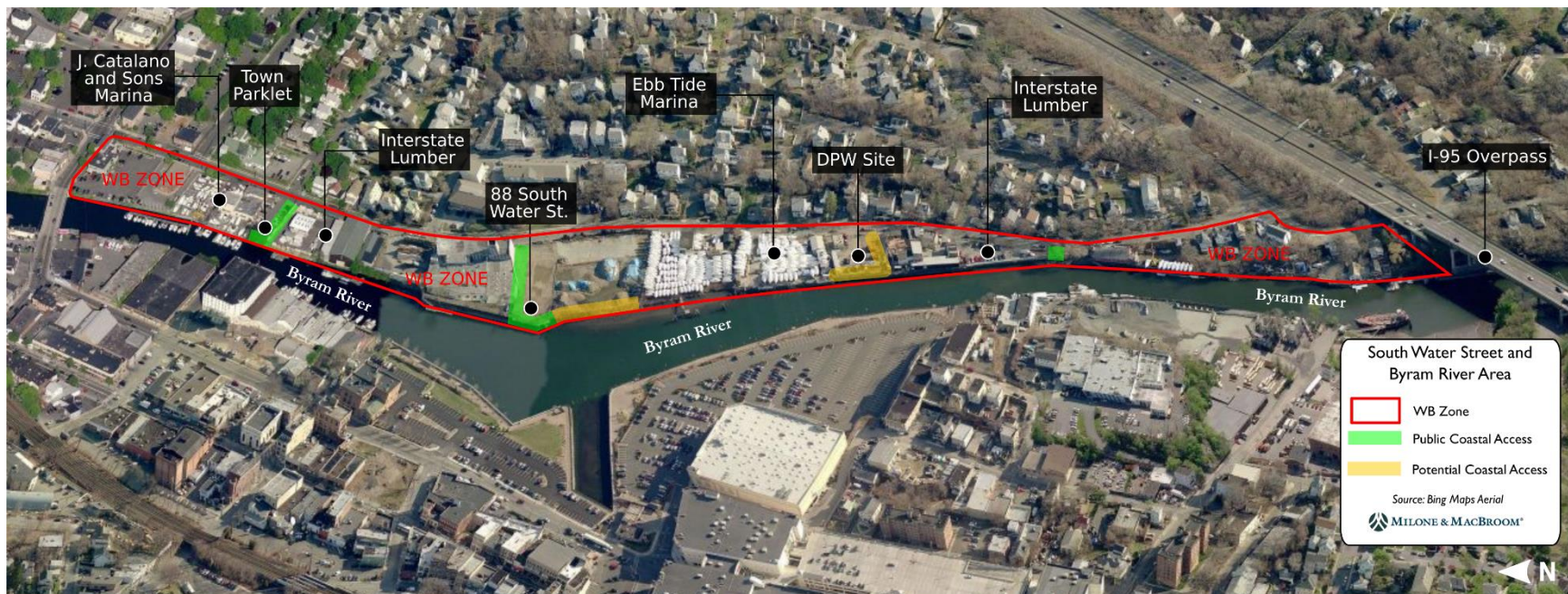


Table 2. Byram River WB Zone Property Inventory

Address	Primary Use	Secondary Use	Conforming Land Use?	Public Access?	Coastal Access Amenities
2 South Water Street	Resturant	-	Nonconforming	No	-
2 South Water Street	Parking Lot	-	Nonconforming	No	-
30 South Water Street	Bank	-	Nonconforming	No	<i>Boat slips from adjoining marina</i>
34 South Water Street	Boat Sales and Service	Marina	Conforming	No	<i>Boat storage, boat sales and service, marina</i>
0 Church Street	Parklet	-	Conforming	Yes	<i>Public promenade, water views</i>
60 South Water Street	Lumber Yard	-	Nonconforming	No	-
84 South Water Street	Vacant Building	-	Nonconforming	No	-
88 South Water Street	Residential	Boat Slips	Nonconforming	Yes	<i>Public promenade, public and private boat slips</i>
108 South Water Street	Boat Storage	Marina	Conforming	No	<i>Boat storage, marina</i>
0 South Water Street	Boat Storage	Marina	Conforming	No	<i>Boat storage, marina</i>
112 South Water Street	Boat Sales and Service	Marina	Conforming	No	<i>Boat sales and service, marina</i>
160 South Water Street	Pump Station	-	Nonconforming	No	<i>Town-owned property could be converted into small parklet</i>
184 South Water Street	Lumber Yard	-	Nonconforming	No	-
184 South Water Street	Parking Lot	-	Nonconforming	Yes	<i>Small water viewing area - no signage indicating it is open to public</i>
194 South Water Street	Marina	Office	Partially conforming	No	<i>Marina</i>
210 South Water Street	Residential	-	Nonconforming	No	-
214 South Water Street	Residential	-	Nonconforming	No	-
218 South Water Street	Residential	-	Nonconforming	No	-
222 South Water Street	Marina	Residential	Partially conforming	No	<i>Marina</i>
230 South Water Street	Residential	Marina	Partially conforming	No	<i>Marina</i>
238 South Water Street	Residential	Marina	Partially conforming	No	<i>Marina</i>
242 South Water Street	Marina, Tackle Shop	Residential	Partially conforming	No	<i>Marina, Tackle Shop</i>

Transportation and Infrastructure

Transportation infrastructure is an important component to public coastal access since most residents do not live near the water. In order to support coastal access, adequate and balanced transportation system supporting a variety of travel modes should be provided.

Roadway Infrastructure

- South Water Street is classified as a local road and primarily serves businesses and residences on South Water Street and the surrounding residential neighborhood
- Traffic volumes on South Water Street were light.
- Truck traffic was observed serving industrial uses in the study area.

Pedestrian Infrastructure

- The east side of South Water Street contains a continuous sidewalk from Mill Street to Hervey Street.
- There are gaps in the sidewalk along South Water Street between Hervey Street and River Avenue. These gaps are due to steep terrain and narrow ROW.
- There are good sidewalk connections to the residential neighborhood to the east.
- The west side of South Water Street has two gaps in the sidewalk network – one in front of northern Interstate Lumber property and a second larger gap running from the undeveloped portion of 88 South Water Street along the Ebb Tide Marina property.

Bicycle Infrastructure

- No dedicated bicycle infrastructure is present along South Water Street.



Boat trailers parked along South Water Street in front of J. Catalano & Sons Marina. Small parcels combined with minimal off-street parking causes many businesses to rely on on-street parking as a supplement.

On-Street Parking

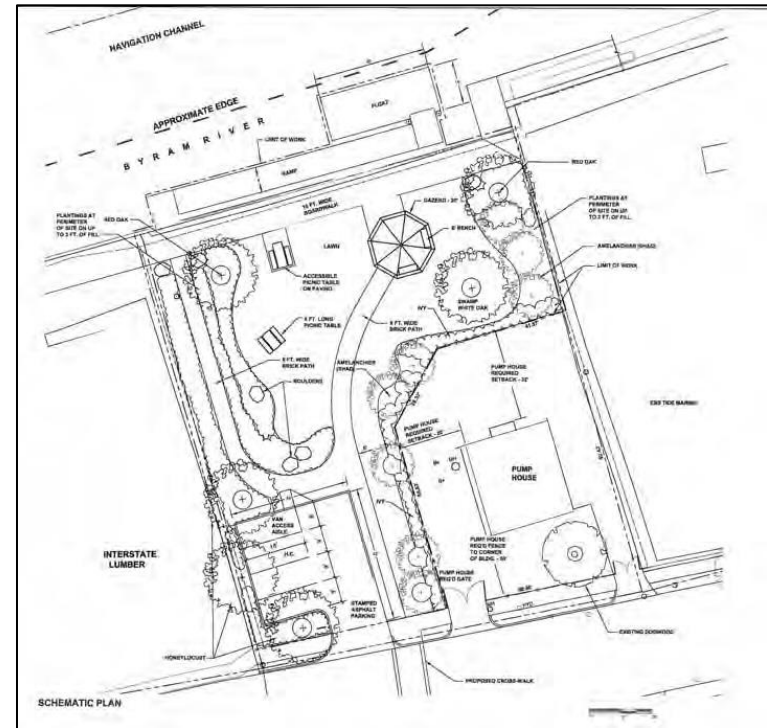
- Free on-street parking is permitted on the west side of South Water Street. There are no parking meters.
- Trailered boats were parked on the street in front of the J. Catalano & Sons, Inc. marina.

Off-Street Parking

- Eight public parking spaces are provided at 88 South Water Street. These spaces provide parking for the public access point on the property. During field observations, just one of the spaces was occupied. Signage clearly indicates that this parking area is open to the public.
- Several of the businesses along South Water Street have minimal off-street parking. Many patrons of these utilize on-street parking.

Maritime Infrastructure

- A dredged navigation channel runs along the Byram River ending just south of the Mill Street Bridge. Channel depth ranges from 12 feet near the Byram Point Breakwater to 3 feet near the Mill Street Bridge.
- Shallow channel depth begins near Byram Point Breakwater and gets shallower on the upper Byram River - limits the traffic to small powerboats.
- Sedimentation is an issue and the river requires dredging to maintain navigability.
- The no-wake zone (5 miles per hour [mph] limit) begins at Byram Point breakwater – It takes about 15 minutes to travel from the WB area to the open Long Island Sound along the Byram River.
- Narrow channel results in parallel/perpendicular boat slips in most locations. This limits the number of boat slips that any given property can support.
- Due to the narrow channel width, steep terrain, and high-density development along South Water Street, it is difficult to see the Byram River from the public ROW.



Proposed improvements to the DPW site. A small parklet will be built that will greatly enhance waterfront amenities along South Water Street.

Source: Byram Comprehensive Plan - 2011

Map 3: Byram River Waterfront Business Zone

The map displays the Byram River waterfront area, including Port Chester and Byram. The Byram River WB Zone is highlighted in orange and outlined in red. Key features include the Navigation Channel, Ebb Tide Marina, Future Public Access, and various streets like Mill St, William St, Church St, Kirby St, Mead Ave, Berrian St, Chinmoy Ave, Prospect St, Pack Ave, South Water St, Cliff Ave, River Ave, Charter Oak Ln, Byram Shore Rd, James St East, Norias Rd, Doran Ave, Byram Shore Rd, Ritch Ave, and Byram Park. The map also shows the Port Chester Breakwater, Byram Point, and the Intertidal Zone. A scale bar indicates 0 to 1,000 feet, and a north arrow is present.


Source: MMI Field Observations, August 2016

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Source: MMI Field Observations, August 2016

 **MILONE & MACBROOM®**

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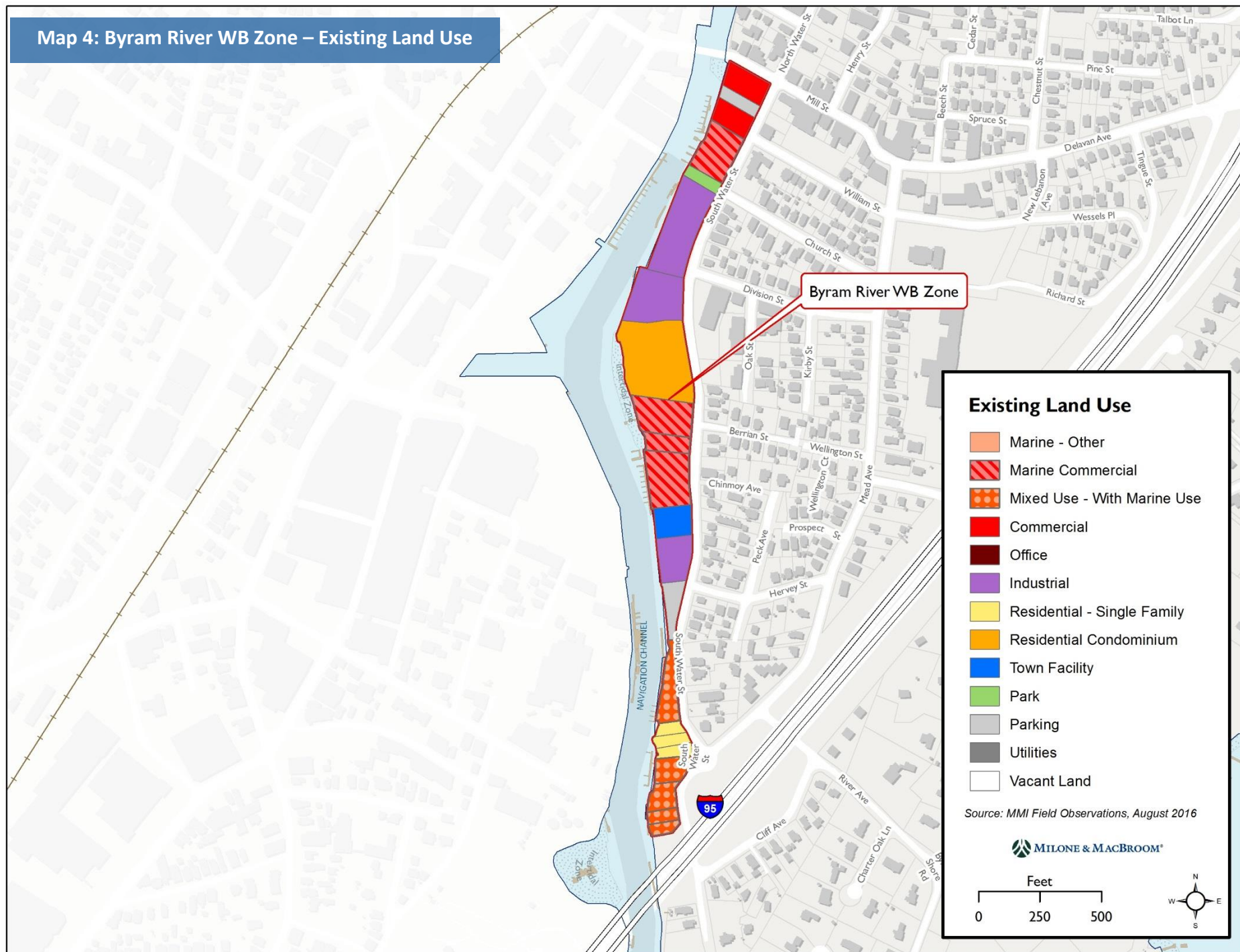


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Map 4: Byram River WB Zone – Existing Land Use



River Road and Cos Cob

The River Road and Cos Cob Waterfront Business (WB) zones are located in the Cos Cob section of eastern Greenwich. The Cos Cob WB zone is comprised of three properties totaling 8.6 acres along Sound Shore Drive, just south of the Cos Cob train station. The River Road WB zone is much larger and is comprised of 20 properties totaling 25.4 acres located on the west shore of the Mianus River.

Land Use and Built Environment

The Cos Cob and River Road WB zones are located in a medium-density mixed-use neighborhood that contains both commercial and residential uses.

- I-95 and the New Haven Railroad Line separate the Cos Cob WB zone from the surrounding neighborhoods.
- Two of the three properties in the Cos Cob WB zone are landlocked. The third property does not have direct access to the water and is adjacent to a large seagrass bed.
- In the Cos Cob WB zone, the parcels sit between 15 and 30 feet above the water.
- The River Road WB zone contains flat terrain, resulting in good connections between the water and the upland portion of the sites.
- Eleven of the 20 parcels along River Road are less than 1 acre in size.
- To the west of River Road, land uses are primarily single-family residential.

Zoning

Many properties in the Cos Cob and River Road WB zones predate the WB zoning regulations. As a result, there are areas that contain a mix of conforming and nonconforming uses as described below.

- All properties in the Cos Cob WB zone are nonconforming uses. Existing land uses include residential condominiums, an office building, and a natural gas power plant. All land uses are non-water-dependent uses.
- The River Road WB zone contains five properties that conform to the WB regulations. These properties include a commercial marina, a yacht dealer, a recreational club and marina, a boathouse, and a commercial marina and boat service center.
- An additional five properties along River Road contain a mix of conforming and nonconforming uses. These properties contain water-dependent uses on the waterfront portions of the site and nonconforming uses on the upland portion of the site.
- The River Road WB zone contains ten properties that do not conform to the WB zoning regulations. These properties include a DPW facility, residential condominiums, commercial offices, and a recreation center. All non-conforming uses predate the WB zoning regulations.

Coastal Access

- Greenwich Water Club – The Greenwich Water Club is located at 49 River Road and contains the best public access point in the River Road WB zone. A public waterfront promenade runs the entire frontage of the property. The property also contains three public parking spaces that support the public coastal access amenities.

- 3 River Road – The second public access point is located at 3 River Road. This access point is not marked from the street and consists of steps leading down to a small grassy area that has views of the water.
- Row America, the Brunswick School, and the Riverscape Marina have public coastal access. However, no visible signage was observed from the public right-of-way that indicated that these properties were open to the public.

Figure 3. Mianus River and Cos Cob Harbor Study Area

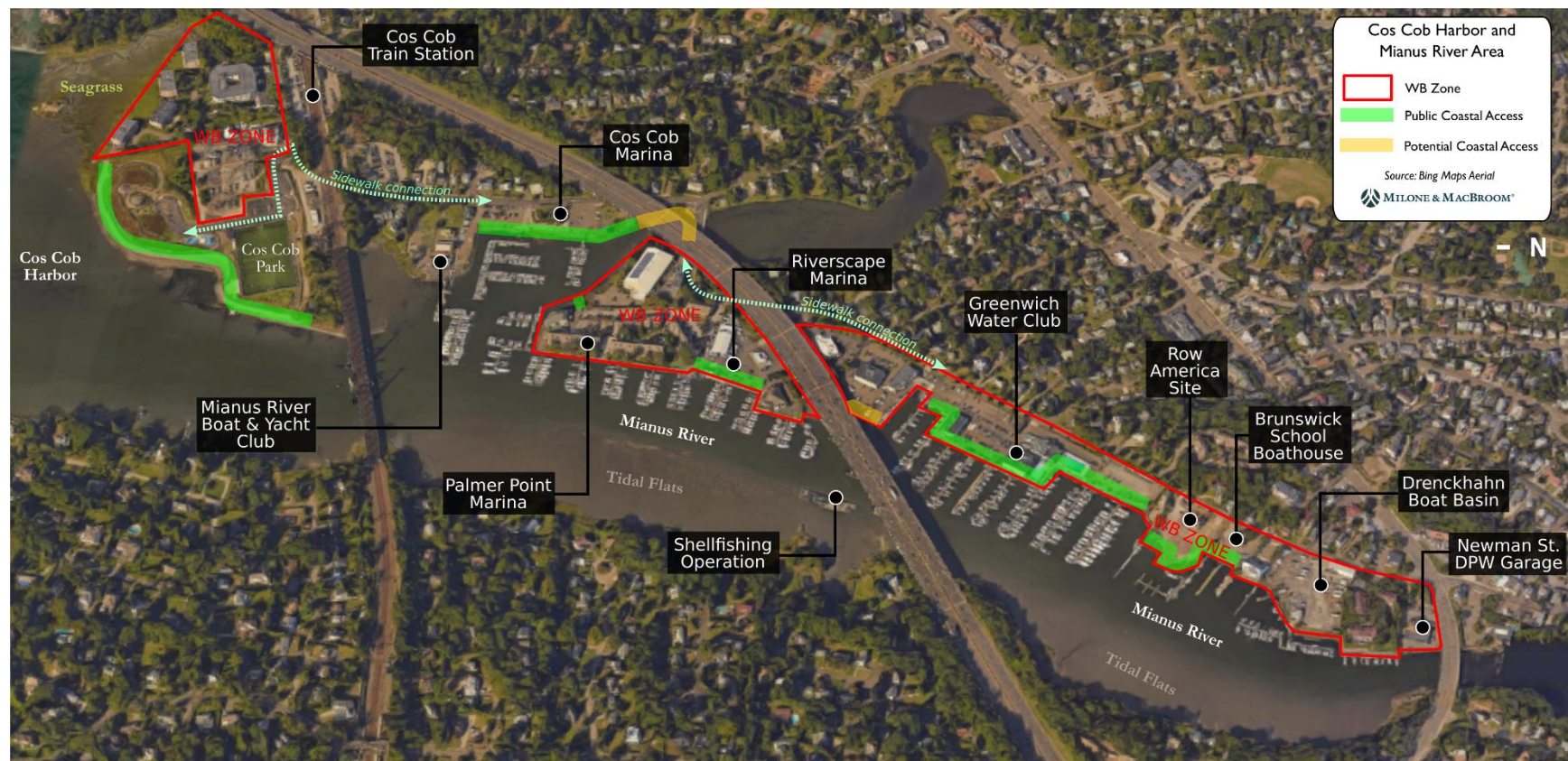


Table 3. River Road - Cos Cob WB Zone Property Inventory

Address	Primary Use	Secondary Use	Conforming Land Use?	Public Access?	Coastal Access Amenities
4 Sound Shore Drive	Residential Condominiums	-	Nonconforming	No	No direct water access
8 Sound Shore Drive	Commercial	-	Nonconforming	No	No water frontage
12 Sound Shore Drive	Powerplant	-	Nonconforming	No	No water frontage
0 Newman Street	DPW Storage	-	Nonconforming	No	-
1 Newman Street	DPW Garage	-	Nonconforming	No	-
115 River Road	Residential Condominiums	-	Nonconforming	No	Private boat slips
105 River Road	Marina	Boat Storage	Conforming	No	Marina, Boat Storage
99 River Road	Commercial	Boat Slips	Nonconforming	No	-
91 River Road	Boat House	None	Conforming	No	Rowboat storage, rowing facilities, boat slips
89 River Road	Vacant Land	Rowboat Storage	Partially conforming	No	Rowboat storage, boat slips
143 River Road	Vacant Land	Rowing Docks	Partially conforming	No	Rowing docks
137 River Road	Vacant Land	None	Nonconforming	No	No water frontage
133 River Road	Boat Sales	Boat Slips	Conforming	No	Private boat slips
49 River Road	Recreational Club	Marina	Conforming	Yes	Private marina, rowing facilities, public parking, public promenade
35 River Road	Commercial	-	Nonconforming	Yes	No water frontage
31 River Road	Commercial	-	Nonconforming	Yes	No water frontage
0 River Road	Right-of-Way	-	Nonconforming	Yes	-
33 River Road	Marina	Boat Service, Recreational Club	Conforming	No	Private marina, boat storage, boat service
29 River Road	Commercial	Marina	Partially conforming	No	Private Marina, boat storage, boat service
5 River Road	Commercial	Marina	Partially conforming	No	Private Marina
9-15 River Road	Residential Condominiums	Marina, Retail	Partially conforming	No	Private Marina
3 River Road	Commercial Office	-	Nonconforming	Yes	Water views
1 River Road	Recreational Club	-	Nonconforming	No	-

The Town of Greenwich should continue to explore opportunities to improve coastal access at Town-owned properties along the River, including:

- River and Strickland Parklet – A small town-owned parklet is currently located at the corner of River Road and Strickland Road just north of the Cos Cob marina. This area could support additional amenities including a kayak launch. The space under the adjacent I-95 overpass could serve as a parking area, boat storage, or additional direct water access.

There are two public coastal access points in the vicinity of Cos Cob and River Road, including the following:

- Cos Cob Park – Town-owned park located on Cos Cob Harbor just to the south of the Mianus River railroad bridge. The park opened in 2015 on the site of the former Cos Cob Power Plant. The park offers both active and passive recreation opportunities and has outstanding water views. The park has good sidewalk connections to the River Road coastal access points.
- Cos Cob Marina – Town-owned marina located on the Mianus River just north of the Mianus River railroad bridge. The marina contains approximately 200 slips for vessels up to 23' in length and beam widths up to 9'. The marina also contains limited storage space for kayaks and canoes.

Transportation and Infrastructure

Transportation infrastructure is an important component to public coastal access since most residents do not live near the water. In order to support coastal access, an adequate and balanced

transportation system supporting a variety of travel modes should be provided.

Roadway Infrastructure

- According to Connecticut Department of Transportation (CTDOT) Average Daily Traffic (ADT) volume data, River Road sees about 5,600 vehicles per day.
- According to CTDOT ADT volume data, Sound Shore Drive sees about 5,900 vehicles per day.



Cos Cob Park was opened in 2015 and offers both passive and active recreation opportunities along Cos Cob Harbor

Pedestrian Infrastructure

- A sidewalk runs the length of River Road. North of the I-95 overpass, the sidewalk is on the east side of the street. South of the overpass the sidewalk is on the west side of the street.

- River Road has good sidewalk connections to the surrounding residential neighborhood.
- There are two sidewalk connections between River Road and the public promenade at the Greenwich Water Club. Both locations contain adequate signage indicating the area is open to the public.
- There is an unsignaled crosswalk under the I-95 overpass. It is difficult to see pedestrians crossing the street at night due to lack of lighting.

Bicycle Infrastructure

- No dedicated bicycle infrastructure is present along River Road or Sound Shore Drive.
- There is bicycle parking at the Cos Cob Train Station and Cos Cob Park

On-Street Parking

- Due to the narrow ROW on River Road and Sound Shore Drive, there is no on-street parking in the study area.

Off-Street Parking

- Parking areas at the marinas are used as boat storage during the off season.
- Both public access points have dedicated public parking. Greenwich Water Club contains three public parking spaces, and 3 River Road contains two public parking spaces.



The Greenwich Water Club has dedicated parking spaces to support its public access point.

Maritime Infrastructure

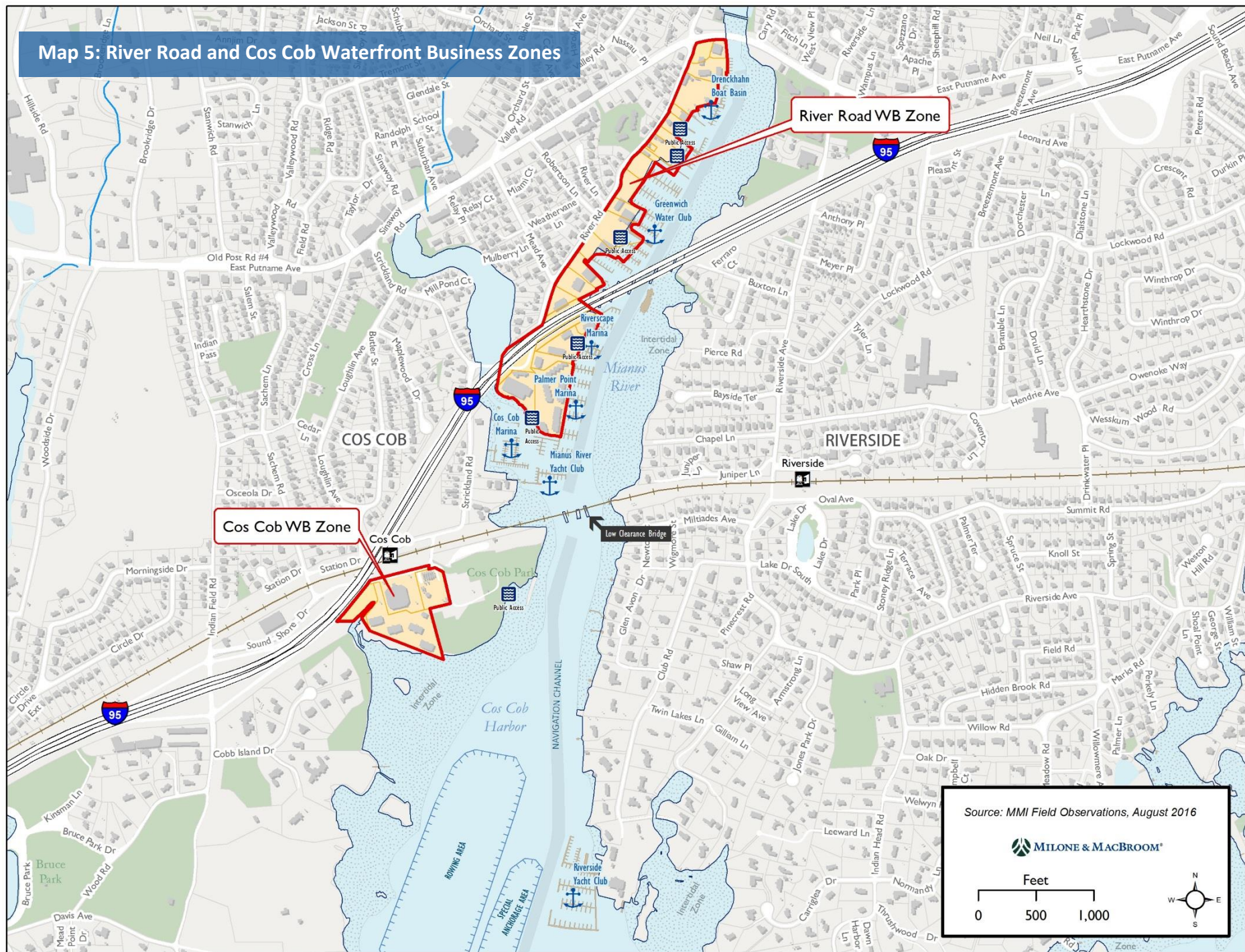
- The Mianus River was the most heavily utilized waterway of the three WB zones. Many different types of water users were observed, including powerboaters, shellfishermen, rowers, and sailors.
- There are approximately 700 boat slips along the western shore of the Mianus River.
- Boat slips are nearly "built out." Minimal opportunities to build additional slip space.

- The Mianus River railroad bridge has low clearance and only opens at limited times. As a result, taller vessels (sailboats) are moored south of the bridge.
- Passage at low tide is limited to center channel of the I-95 underpass.
- Numerous rowing facilities located along the Mianus River, including the Greenwich Water Club, Row America, and Brunswick School. There is a designated rowing area south of Cos Cob Park on the west side of the mooring area.
- Narrow channel ROW results in competition for limited channel space between powerboats and rowboats, particularly at low tide.
- There is a large tidal flat on the eastern shore of the Mianus River.
- There is a lobster/shellfish operation illegally tied to the I-95 bridge. It appears to have been there for some time.
- Sedimentation of the navigation channel in the Mianus River requires dredging to maintain channel depth.



The Mianus River Railroad Bridge has low clearance and only opens at limited times during the day. As a result, taller vessels are moored to the south of the bridge.

Map 5: River Road and Cos Cob Waterfront Business Zones



Source: MMI Field Observations, August 2016

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Map 6: River Road and Cos Cob WB Zones – Existing Land Use

